

JUST RECEIVED!

NEW
SUMMER-HALF-HOSE.
COTTAM & CO.
5, Pader's Street.

The Hongkong Telegraph.

ESTABLISHED 1861.

"QDOL"
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 388 日九廿月五年二十二號光

THURSDAY, JULY 9, 1896.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Subscribed Capital \$500,000

HEAD OFFICE - HONGKONG.

Court of Directors -

D. Gillies, Esq.,
H. Stalterfolt, Esq.,
C. K. Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE - LONDON.

CAPITAL PAID-UP \$500,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$500,000
RESERVE FUND \$250,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
month on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
" " 6 " 31 "
" 3 " 31 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED \$1,100,000
PAID-UP \$500,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT
ACCOUNTS at the Rate of 2 per cent.
per month on the Daily Balance.

ON FIXED DEPOSITS:

For 12 Months 4 per cent.
" 6 " 31 "
" 3 " 31 "

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 7th July, 1895.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McCOWAN, Esq., Chairman.
S. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., Vice-Chairman.
G. H. Dowell, Esq., D. R. Salmon, Esq.,
M. D. Eddle, Esq., R. Shew, Esq.,
R. M. Gray, Esq., N. A. Siebe, Esq.

CHIEF MANAGER:

Hongkong-T. JACKSON, Esq.
MANAGER:
Shanghai-J. P. WADE GARDNER, Esq.,
London Bankers-LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per month on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

WANTED FOR A STORE.

A WELL EDUCATED YOUTH; must be
of BRITISH EXTRACTION.
Apply by Letter only to

F. C. Hongkong Telegraph Office,
Hongkong, 4th July, 1896.

Intimations.

THE PHARMACY.

TAN SAN.

TAN SAN.

This refreshing and invigorating Table Water contains 2 per cent. more IRON CARBONATE
than any other Soda Water.

Sole Agents for Horizonton and South of China.

FLETCHER & CO.
and
CARMICHAEL & CO.

603

JUST RECEIVED ANOTHER CONSIGNMENT

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.

RETAIL PRICE, 1s. 6d. per lb. and 1s. 11d.

THE HONGKONG

CENTRAL MARKET.

J. TATAM,
PROPRIETOR.

100

Hongkong, 1st July, 1896.

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THE HONGKONG TELEGRAPH, THURSDAY, JULY 9, 1896.

To-day's Advertisements.

CONTRACT FOR TRAMWAY, KOWLOON YARD.

PERSONS desirous of Tendering for the above are requested to deliver their tenders, sealed and marked "TENDER FOR TRAM-WAY," not later than 10 A.M. on FRIDAY, the 17th July, 1896, at H.M. NAVAL YARD, Hongkong, addressed to the COMMODORE-IN-CHARGE, H.M. Naval Establishments.

Plans, Specifications, and all Particulars can be obtained on application to the "ASSISTANT CIVIL ENGINEER," Officer-in-Charge of Admiralty Works.

Hongkong, 9th July, 1896. [1107]

NOTICE.

REFERRING to what has recently appeared in the Papers about the AWFUL CATASTROPHE in JAPAN, the Undersigned, with the concurrence of H.E. the GOVERNOR, will be glad to receive Subscriptions in Hongkong.

T. JACKSON.
Hongkong, 9th July, 1896. [1108]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENSIN, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"DIOMED."

Captain Balliett will be despatched as above

TO-MORROW, the 10th instant, at 10 A.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th July, 1896. [1109]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship

"ESMERALDA."

Captain G. A. Taylor, will be despatched for the above Ports on SATURDAY, the 11th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAU, TOMEY & Co., General Managers.

Hongkong, 9th July, 1896. [1109]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Davis, will be despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 9th July, 1896. [1109]

FOR CHEFOO AND TIENSIN.

THE Steamer

"FUPING."

Captain Clement, will be despatched for the above Ports on MONDAY, the 13th instant, at 5 P.M.

For Freight or Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1896. [1109]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA."

Captain Hall, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 9th July, 1896. [1109]

"RICKMERS' REGULAR LINE OF STEAMERS.

FOR MARSEILLE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS."

Captain E. Berg, will be despatched as above

on THURSDAY, the 6th August.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 9th July, 1896. [1109]

FOR SALE!

TYPHOONS! TYPHOONS!

TYPHOONS!

COPIES of the SECOND EDITION of that well-known & most useful work,

"THE LAW OF STORMS IN THE EASTERN SEAS."

BY DR. W. DOBERCK,

Director of the Hongkong Observatory.

PRICE.....\$1.

FOR SALE—

At the HONGKONG TELEGRAPH OFFICE,

No. 6, Peck's Hill,

Messrs. KELLY & WEISLE, LTD.

W. BREWER & Co.

CHAR. J. GAFFE & Co.

G. FALCOMER & CO. LTD.

LAW, CRAWFORD & Co.

HEDEMAN, HERST & Co.

OP. DENTAT.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,

Hongkong, 9th June, 1896.

To-day's Advertisements.

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamship
"BORNEO,"
FROM ANTWERP, LONDON AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be soled out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. *Lapsoora*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW, the 10th instant.

Goods not cleared by the 10th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which claims will be recognized.

H. A. RITCHIE,
Superintendent,
Hongkong, 9th July, 1896. [432]

BIRTH.

At No. 1, North Szechuan Road, Shanghai, on the instant, the wife of JUDAH J. JUDAH, of a daughter.

MARRIAGE.

On the 3rd July at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., ALBERT, seventh son of the late W. R. NEWCOMB, of Stamford, Lincolnshire, to MARTHA ELLEN, youngest daughter of Joseph KILLOTT, of Tedder, Dosey.

NOTES AND COMMENTS.

With reference to the observances of Mr. Justice SEACOME SMITH on the subject of the publication by the *Daily Press*, and by this journal of the petition and answer in the suit now pending against the Sanitary Board, we have a good deal to say, but we reserve it until after the conclusion of the case, as we could not go as fully into it as we desire without appearing to interfere with the discussion of the case on its merits which at the present moment is before the Court. We may say, however, that the publication of the proceedings was inadvertent. It was a cutting from our valued contemporary the *Daily Press*, and was acknowledged as such. It would not have appeared if attention had been called to it.

A fatal accident occurred on the Shanghai river on the 3rd instant, resulting in the drowning of two Chinamen—one a fireman from the steamer *Chowchow Foo*, lying at Boyd's Jetty, and the other a sampanman. The fireman was returning to his ship and it is believed, some disagreement arising as to the amount of the fare, the two men came to blows and both falling overboard were soon drowned.

A MARRIAGE has been arranged between Mr. N. Leyke, of Messrs Brindmaw & Co., and Miss I. van Oosterze, eldest daughter of the late Captain D. van Oosterze, Dutch Royal Navy, and niece of Mr. J. J. M. Fleury, Acting Consul-General for the Netherlands at Singapore.

We announced some time ago that the Russians were engaging Chinese scholars at Peking for a mission of education in Chinese, to be conducted in Russia. The Shanghai *City News* now bears that the salary they offer is \$300 per month, and any one wishing to accept the engagement must bind himself to an appointment for 22 years.

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SAN FRANCISCO exchanges received by the *Press* yesterday contain lengthy accounts of the trials of the well-known pugilists "Jim" Corbett and Sharkey, who were to "spar" twenty-four rounds (that is, if the greatly over-rated ex-Champion could not be put to sleep at an early stage of the proceeding) at the Mechanics' Pavilion, San Francisco, on the 24th ultimo. After dispersing of Sharkey, Corbett said to an interviewer he would arrange a prize-fight with Champion Fitzsimmons or Peter Jackson.

It is apparent from the evidence that the displacement of British goods has been going on steadily for some years, but it has not been on a strikingly large scale nor have many great staples been very seriously affected. There are instances, however, in which the British manufacture has been entirely ousted by foreign goods, as in the cases of Llama Brads and Aniline Dyes, while others, such as Spanish Stripes and Broad Cloths, have been in great measure replaced by similar goods imported from Germany.

In other cases, again, there have been attempts to cut into British trade in smaller wares, sometimes by foreign imitations, with, however, often only a qualified or temporary success. These articles were represented by Hosiery, Lamps, Paper, Umbrellas, Rubber Shoes, Soaps, Biscuits, Beer, Locks, Files, Needles, Cutlery, etc., in which Germany and Japan are the principal competitors with England.

There has been a serious falling off in the imports of Metals from Great Britain, notably in that of Yellow Metal, which formerly was exclusively imported from thence. It is estimated that only about half the import of this Metal now comes from British masters, the inferior German metal being greatly aided by the lower rate of freight payable from German ports. The same remarks apply to the trade in Bar Iron, Nail Rod, and Scrap Iron, most of which is now imported from Belgium, the productions of which country are helped by cheaper cost of production and lower freights from Antwerp, Pig Lead, which formerly was imported from England and Germany, now comes almost exclusively from Australia on account of lower cost of production.

The Committee are conscious it may be objected to the foregoing paragraph, that a portion of the evidence does not bear out the statement that deadweight cargo shipped direct from Great Britain arrives here at a disadvantage in freight compared with that shipped from Continental ports. The Committee were constrained, nevertheless, to accept the balance of evidence, which unmistakably points to the conclusion arrived at; and, to more clearly elucidate the point, some tabulated examples of actual shipments have been obtained.

The trade in arms and ammunition, and gunpowder is monopolised by Continental manufacturers, owing to the much cheaper prices at which they can lay them down on this market.

Certain branches of trade, such as those in Wire Nails and Window Glass, have always been in Belgian hands, the prices charged being apparently beyond the competition of all other producers. Not so, however, the trade in candles, which has been completely wrested from England by Belgian makers, this being to great extent due to superior packing.

The competition of Japan is only just commencing, but it promises to move serious later on. Already the Japanese have secured almost a monopoly of the trade in cotton waste, washing soda, and sulphuric acid; they are competing in cotton goods, paper, ship's lamps, and cheap substitutes for cretonnes, blankets, towels, sashes, etc. Among other items, they are exporting really well made cotton half silk fifty per cent. below the cost of similar goods from Germany; and their cement, though inferior in quality, is cheaper than any European cement that can be imported, competing even with the local product which has the advantage of paying no freight or marine insurance.

The causes to which the displacement of British goods in this market are to be assigned may be briefly stated:—

1.—Lower cost of production of rival foreign goods.

2.—Disqualification of British manufacturers to study taste of consumer.

3.—The steadily falling value of silver since 1873.

4.—Lower freights onwards from foreign ports compared with British ports.

5.—Cheaper railway tariffs to foreign ports of shipment.

The last two named causes apply more especially to metals and heavy goods, and No. 4, the Committee agree to say, is due to the action of the Shipping Conference (consisting chiefly of British steamship owners) which, while maintaining freights from British ports, carry cargo at a much lower rate from Continental and American ports, thus giving foreign manufacturers a virtual subsidy in their competition with British products.

In this connection the Committee wish to make special reference to the advantages conferred on American cotton flax goods in the China market by the rates of freight charged by the Conference steamers from New York to Hongkong and Shanghai, which average from 5/- to 10/- per ton in comparison with 15/- from London and Liverpool onwards.

The same remarks apply to the shipment of machinery from the United States to China, the freight for which is about forty per cent. lower than that from British ports.

In considering this phase of the subject the question seems to arise how far the Imperial Government would be justified in requiring of the Conference a modification of their tariff bearing a subsidy or other support to any shipping company which is a party to a compact that places British manufacturers at a disadvantage with foreign rivals?

The Committee, moreover, find bound to repeat their previous statement that, in view of the fact that the Conference steamers are compelled to stop freely on this side of the shipping Conference, and the same remark applies to the shipping Conference itself, the question arises whether the Chinese Government, in view of the fact that it is a question of such paramount importance to British Trade and it might directly affect the welfare of a large number of the Chinese Government.

THE DISPLACEMENT OF BRITISH BY FOREIGN GOODS IN HONGKONG.

OFFICIAL REPORT.

Hongkong, 22nd July 1896.

The following report was laid on the table at the meeting of the Legislative Council held yesterday afternoon:—

1.—The Committee, appointed by His Excellency the Governor, in response to an inquiry from the Secretary of State asking whether there had been any and what displacement of British goods in this market, held their first sitting on the 29th February, and have since met thirteen times and taken the evidence of fourteen witnesses, which evidence has been supplemented by information gathered by the Secretary. A careful consideration of the whole has enabled the Committee to arrive at the conclusions given hereunder.

2.—At the outset the Committee were confronted with the difficulty that Hongkong being a free port, precise returns of trade cannot be made up in this Colony owing to the absence of any statistics of imports and exports (with the single exception of opium). The Committee have therefore limited their investigations to ascertaining where there has been

THE HONGKONG TELEGRAPH, THURSDAY, JULY 9, 1896.

11.—The Committee are satisfied that, apart from this preference to foreign cargo, shown by "Conference" steamers, the competition encountered by British goods is for the most part a fair business competition. There are occasional infusions of British Trade Marks, and more frequent imitations of British goods by Continental makers, but in the majority of cases the imitation is sold as such on its merits, and in some instances the foreign producers strike out new lines for themselves, and from small beginnings evolve a considerable trade. While, the British merchant or agent in Hongkong appears to be well on the alert, and to very efficiently represent the Home manufacturer, the latter seems too often reluctant to alter his styles and methods, does not care to make a present sacrifice for future profit, and is apt to neglect small openings for a new trade. This is in marked contrast to the untiring efforts of foreign makers to study the market and adapt their goods to the requirements of the consumer.

12.—Turning to a consideration of the transit trade of the colony, which the Committee take to mean the transhipment of goods here for the neighbouring countries, Japan, Siam, Indo-China, the Philippines, Netherlands Indies, etc., this trade exhibits a tendency to increase on the whole, with the present exception of that with Indo-China, which has latterly shown a decline. This decline is due to the high preferential duties recently imposed by our French neighbours, the effects of which are visible in the falling off in the export of yarns and British manufactured goods to Saigon and Tonkin.

13.—When the provisions of the new Treaty with Japan come into force the most serious decline is expected to ensue in the export hence of refined sugar to that country under the revised tariff, and it is feared that this, the chief industry of the Colony, which has already been very adversely affected, may perhaps be permanently injured. Had the Hongkong Government been consulted before the alteration of the tariff was decided upon, it is probable some adjustment of the duties less unfavourable to this Colony might have been arrived at, and this important industry saved the check it must presently meet.

14.—Whilst the words "The Transit Trade of Hongkong" are perhaps not intended to directly include the conduct of trade with the interior of China, yet the Committee feel it within the scope of their inquiry to point out here that this Transit Trade would be largely benefited and increased were the Transit Pass system allowed by the Native Authorities in South China to work in accordance with the Treaty requirements. Unfortunately, ever since the signature of the Treaty of Tientsin, Article XXVIII, of which concerns this Transit Pass privilege on British subjects, the officials in South China have steadfastly and persistently sought to render it a dead letter, and so far their success has been most complete. If the Transit Pass system be enforced, and the inland waterways of the Two Kwang provinces be opened to foreign trade and steamer navigation, as the result of negotiations now proceeding, there is every reason to believe that a marked increase in British trade will soon be apparent.

15.—Another subject not perhaps strictly within the scope of the present inquiry, but which has come before the Committee incidentally, and is closely associated with the British shipping trade, is that of the impediments placed in the way of British ships obtaining their share of the Chinese passenger traffic at certain of the neighbouring ports. This is due to their having to conform strictly to the regulations of the Chinese Passengers Act 1855, whereas foreign steamers are subject to no such regulations, and can in consequence carry double, or triple, the number of passengers permitted under the Act to a British vessel. Much lucrative trade is thus completely closed to British ships. The Committee therefore deprecate further legislation in the direction of making these passenger regulations more stringent, as the effect can only be to still more heavily handicap British tonnage on the China Coast, and lead to its supersession by Continental steamers.

J. H. STEWART LOCKHART,
Chairman.
W. C. H. HASTINGS.
N. J. EDE.
CHANTRY INCHBALD.

NEWS FROM MANILA.

The *Esmeralda* brought over news from Manila to the effect that about ten days ago an officer of one of the Courts of Manila, accompanied by about twenty constables, proceeded to the offices of the Manila branch of the Hongkong and Shanghai Bank and attempted to force open the Bank's treasure vaults. The reason for this astonishing action is said to be attributable to the fact of the Court in question giving judgment in a case connected with the famous Jendao Affair, and in accordance with the Judge's decision an order was issued to a Bailiff to demand of the Bank certain title deeds, of one Tucson, which the Bank held as collateral security for an advance, some years ago, of a large sum of money, and in the event of the Manager of the Bank refusing to surrender the documents the Bailiff was to forcibly obtain possession of the deeds.

Arrived at the Bank the rapiers of the law demanded the mortgaged deeds, and it is said as the Manager declined to give them up they forthwith proceeded to hammer and break away at the massive doors of the vaults, which, if appear, were well fastened that after about twelve hours' hard work only half-a-dozen bolts were broken and the doors were as firmly closed as ever.

The Manager of the Bank is, meantime reported the matter to the Acting British Consul, Mr. Barnshaw, and asked for protection. The Consul not being in a position to issue an order for the eviction of the Bailiff and his *aidés*, proceeded with the Manager to the office of the Governor, General of the Philippines, explained matters fully, and demanded that the intruders be withdrawn. The Governor agreed to investigate the matter at once and in the meantime requested that a formal protest be forwarded to him. He, however, found that it was possible to interfere he would do so. The joint protest of the Consul and the Manager of the Bank was duly forwarded to headquarters, and, it is reported, about twelve hours after the Bailiff had fairly taken possession of the Bank an Inspector of Police arrived and ordered the men of the pretence.

Our correspondent adds that the case will be referred to the High Court at Madrid, and that the legal damages has been lodged with the Manila Courts.

NAVAL ITEMS.

THE CAPTAIN OF H.M.S. "EOLUS" SMUBBED.

Singapore, June 30th.

H.M.S. *Eolus*, which is conveying to the Cocos Islands the annual Commissioner sent there by the Singapore Government (Mr. Keyser of Jelebu), left Batavia on the morning of the 20th June to pursue her journey to Christmas Island, and thence to the Cocos Keeling Islands, the copra kingdom of the Ross family. During her week's stay at Tandjung Priok a cricket match took place between H.M.S. *Eolus* and the Batavian Cricket Club, resulting, after a good game, in a victory for the latter on the first innings. The fact of the British Consul omitting to take any notice of the arrival of Captain Groome, Commandant of the *Eolus*, and altogether ignoring officially the presence of the ship during the week it remained at Tandjung Priok, seems to have caused some surprise. People would like to know the meaning of such curious conduct; and it is expected that an official explanation will be asked. After two days' sojourn in Batavia, the Commandant and Mr. Keyser started for a visit to the Tel Wangie Tea Estate, which, situated at 4,000 feet above the sea amidst the mountains of the Preanger Regencies, affords a charming and cool resort after the heat of the plains. The *Eolus* is expected back in Singapore about the second week in July.—*Strait Times*.

THE "PLOVER" ASHORE.

The *Nagasaki Shipping List* of the 4th July says:—While coming into harbour in the fury darkness of Thursday night, H.M.S. *Plover* got aground in the shoal water which lies between the Custom House and Inasa. It was low tide at the time. She, however, was floated a few minutes afterwards without sustaining any damage. We understand that she leaves for the north early next week to go on patrol duty in the Beihai Sea.

COMING TO HONGKONG.

H.M.S. *Edgar* will leave Woosung on the 17th instant for Hongkong. H.M.S. *Eolus* may be expected to arrive here about the 17th inst.

ENGLAND AND HAWAII.

SAN FRANCISCO, June 5th.

The sensational news comes from Hawaii that Great Britain has demanded of the Island Government that the ban of exile shall be removed from V. Ashford and that President Dole has promptly refused to comply. Furthermore, it is stated that a British warship will be detailed to carry Ashford to Honolulu whenever he may get ready to go there, with the intention of landing him under her guns.

V. Ashford is an old disturber of the peace in Hawaii, who was banished by the Government of Queen Liliuokalani in 1893, but returned to the islands after the Dole revolution. He at once took a critical attitude toward the new regime, made his peace with the ex-Queen, and so conducted himself that, after the Royalist uprising of 1895, he was given his choice between jail and exile. He chose exile and came to San Francisco, where he now is. The basis of his claim upon re-statement in Hawaii is that he is a British subject who was unjustly deprived of his rights.

This incident raises an interesting issue. Ashford was born in Canada, came to the United States when young and enlisted as a soldier in the Union Army. Later he returned to Canada and served in the mounted police. Finally settling in Hawaii, he is understood to have become a subject of the monarchy. At any rate, he voted and became a high civil and military official under the crown. Did he retain his British rights? It is known that he did not claim them when in power and did not use them as a pretext to return to Honolulu during the period of his first exile. They have apparently been furnished up now to serve a special purpose, and that seems to be the creation of trouble between Great Britain and the republic of Hawaii.

In this country it is held that an American citizen who goes to a foreign land, takes part in its politics and shares in the responsibility of its public concerns cannot, if he gets into trouble with the Government of that country, fall back on his American citizenship for relief. On this account very many Americans in Hawaii have failed of protection by the United States Minister during the past three years. So, too, John Hayes Hammond has been unable to procure American intervention in the Transvaal. Through these precedents we have settled, so far as the United States is concerned, a principle of international law, but what is to be done in the point in the Ashford case Great Britain is in her relations with the Transvaal appears to have done likewise. That is to say, a number of small fry British reformers in Johannesburg—men who had committed no overt acts and were merely guilty of turbulent politics and mis-prison of treason—were, after the above revolution, jailed in Pretoria. The British Government never demanded their release thus recognizing the fact that in meddling with the domestic affairs of the Transvaal they had forfeited British protection. This rule is one of simple common sense, as well as of law. Its reasonableness appeals to every mind. Yet it is distinctly violated in Ashford's case, if the news from Hawaii is true.

The effect of the return of Colonel Ashford to Hawaii would be to force the people there to endure the presence of an avowed, open, and dangerous enemy, a man whom they look upon as a common nuisance and a plotter against the peace. England would not attempt such an act with the Government of that country, fall back on his American citizenship for relief.

RE-examined.—This was a registered lodging house. The licence was taken out for sixteen persons.

Yel A Yee of 90, Queen's Road East, also gave evidence as to the removal of the cockloft. Mr. William Danby was then called and said I am an architect and surveyor and have practised in this colony for the past 20 years. I visited the houses in Queen's Road. Three joists had been removed from the cockloft in No. 80 and the flooring boards to the width of about 4 ft. had been sawn off. I examined the floor boards; they were exceptionally good and made of China fir, planed, tongued, and grooved, and 1½ inches in thickness. The remaining joists were good and averaged five to seven inches in diameter. None of the wood which I saw was rotten or unfit for use. There was a door in the room underneath the cockloft leading into the yard, and also a window. I can say that the window sashes had been taken down recently. The boards of the cockloft were apparently clean when I saw them. I also went into No. 82, where the cockloft had been removed. I saw signs of a similar cockloft to the one in No. 80, no signs of partitions, only noticing the marks on the wall of the supports that carried the cockloft. The whole of the material comprising the cockloft had evidently been taken away, excepting eight of the floor joists. There had been fifteen joists. None of the bending was there. The joists were in very good condition. In this house also there was an open doorway without a door, the same as in No. 80, and a similar window. There were no stakes to the window and no signs of any ever having been there. Above the cockloft there was another window about a ft. 6 in. square. In my opinion the shop and the cockloft were unusually well ventilated. In No. 80, I saw a similar cockloft to the one in No. 82. There was an open doorway. There were no stakes to the window and there had apparently been none for months. The window was entirely open and the top of the opening would project about six or nine inches above the floor of the cockloft. In my opinion that was sufficient ventilation for the shop and the cockloft. In No. 82, there was a similar cockloft.

The floor appeared to have been taken away to the extent of about 6 ft., leaving the joists bare. I can give no reason for that having been done. The whole of the flooring and joists were in excellent condition, and in my opinion there was sufficient ventilation. In No. 82 there was a similar cockloft, of which more than half the width had been removed, leaving the joists bare. I can conceive no reason why this was done. The room was dark and the windows were not good conditions, and those who occupied the room. In No. 80, the circumstances were the same. I have examined the amount of damage to replace these cocklofts 24 ft. long.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by correspondents in this column.

A CORRECTION.

To the Editor of the "Hongkong Telegraph." Sir.—In looking over the Police Court documents yesterday I saw a similiar affidavit Private J. Smith, No. 202, B Company, for assaulting one Chia Kwei on the 1st Inst. On turning to the first page of the deposition I saw one of a witness described as "R. R." I then turned over several sheets of deposition, and saw the tenor of the affidavit of "R. R." and on these facts wrote the following note in the margin of the document. On turning to the first page of the case to-day, I saw the same affidavit described as "R. R." I then turned over several sheets of deposition, and saw the tenor of the affidavit of "R. R." and on these facts wrote the following note in the margin of the document.

On turning to the first page of the case to-day, I saw the same affidavit described as "R. R." I then turned over several sheets of deposition, and saw the tenor of the affidavit of "R. R." and on these facts wrote the following note in the margin of the document.

Our correspondent adds that the case will be referred to the High Court at Madrid, and that the legal damages has been lodged with the Manila Courts.

JOHN GREEN,
Reporter.

LEGAL INTELLIGENCE.

SUPREME COURT.

SUMMARY JURISDICTION.

(Before Mr. T. Sercombe Smith, Acting
Police Judge.)

July 8th.

YOUNG SHU KAM, v. MR. F. A. COOPER
AND OTHERS.

Young Shu Kam brought an action to recover \$250 damages from Hon. F. A. Cooper, Dr. J. Atkinson, Mr. H. B. H. Leitch, Dr. F. W. Clark, Mr. N. J. Ede, and Police Constable Rae.

Mr. J. Hastings (of Mr. V. H. Dearin's office) appeared for the plaintiffs and Mr. A. B. Johnson (Green Solicitor) represented the defendants.

The following is the evidence taken in this case yesterday, which we were compelled to hold over:

Mr. John Lemm, architect and building surveyor practising in the colony, said—in April last the plaintiff instructed me to make plans of the houses mentioned in Queen's Road East in order to get permission of the Sanitary Board to remove the cocklofts. I examined the cocklofts. The wood was sound, although it was dusty. In No. 80, there was a shelf underneath the cockloft, but there were no partitions in the other houses. I advised the owner to remove the shelf. I sent a plan in to the Sanitary Board with a letter requesting permission for the demolition of the cocklofts. I received a reply from Dr. Clark, informing Dr. Clark that the houses had been erected before 1894, and consequently no permission was obtained.

Cross-examined.—Witness was prepared to say that no one came and gave notice of the intention of the Sanitary Board officials going to his place and ordering him to take away two joists. The men went up to the cockloft and removed the joists near the back wall, put them in a cart, and carried them away. The windows were also taken away on the 8th May.

Cross-examined.—Witness was prepared to say that no one came and gave notice of the intention of the Sanitary Board officials going to his place and ordering him to take away two joists. The men went up to the cockloft and removed the joists near the back wall, put them in a cart, and carried them away. The windows were also taken away on the 8th May.

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Hongkong, 9th July, 1895. [1097]

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Hongkong, 8th July, 1895. [1097]

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Hongkong, 7th July, 1895. [1098]

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Hongkong, 7th July, 1895. [1098]

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Hongkong, 6th July, 1895. [1098]

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Captain C. Chey, will be despatched on
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Hongkong, 6th July, 1895. [1098]

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